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All proofs are read and all work
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No. 12,045. 號五十四香港二萬臺第 H六月八日二十二晴光 HONGKONG, TUESDAY, SEPTEMBER 22ND, 1886. 二種圖

ESTABLISHED 1857.

九月二十二日一千九百零六年九月二十二日

PRICE \$24 PER MONTH

Hongkong Daily Press.

OLD MELBOURNE PARK, 1886.
JOSEPH GILLOTT'S PENS.

The NEW TURNED-UP POINT, 1886.

SHIPPING.

ARRIVALS.
Sept. 21, KRIEHNHOLD, German str., 1,030 Tb.
Fok, 15th September, General—
SIEMSEN & CO.

Sept. 21, GRANADA, British steamer, 1,498 Tb.
and George, Royal 15th September, and
Mar. 1st, General—GIRD, LIVINGSTON
& CO.

Sept. 21, HAMBURG, British 2,828 J. Grier,
Singapore 15th September, General
BUTTERFIELD & SWINE.

Sept. 21, LIGHTNING, British str. 2,124,
J. G. Spence, Calcutta 3rd Sept., and Siem-
sen 15th, General—D. SASCON, SONS &
CO.

Sept. 21, MEDINOSTERRE, British str. 1,949,
D. Davies, Yokohama 5th Sept., Kohe 13th
and Kutchmota 15th, General—DOD-
WELL, CAYILL & CO.

Sept. 20, TARTUS, German str. 1,088, Tredes,
Manila 16th Sept., Sugar—SIEMSEN & CO.

Sept. 21, CHINA, German str. 1,124, Vane,
Singapore 17th Sept., Ballast—SIEMSEN
& CO.

CLEARANCES.

AT THE HAMBURG MERCHANT'S OFFICE:
21st September.

Sold, New, hand for Batavia.

Leave Red, Avis ship for Baltimore.

Proxim, German str. for Tonquin.

Germany, German str. for Nagasaki.

Wingsoo, British str. for Shanghai.

Huon, French str. for Hoichow.

Australia, British str. for Port Jackson.

British, German str. for Singapore.

Pakow, British str. for Thessaly Land.

Syros, British str. for Amy.

Longman, German str. for Shanghai.

Mathura, German str. for Hoichow.

DEPARTURES.

Sept. 21, CHORTOG, British str. for Canton.

Sept. 21, HANOI, French str. for Hoichow.

Sept. 21, MEDICO, Chinese str. for Canton.

Sept. 21, OAMPA, British str. for Shanghai.

Sept. 21, PANTAN, British str. for Australia.

Sept. 21, WINGSOO, British str. for Shanghai.

PASSENGERS ARRIVED.

For Lightning, str. from Calcutta, &c.—

Messrs. Barker, Keogh, and Harris.

DEPARTED.

For Longman, str. for Shanghai—Baron von der Goltz and Mr. Wm. Thomas.

VISITORS TO HOTELS.

HONGKONG HOTEL.

Mr. M. Arreger, Mr. J. W. Kinghorn,

Mr. G. B. Buxton, Mrs. Alice, child
and maid.

Mr. R. J. Bowes, Mr. Henry Martin

Mr. E. Blackadder, Miss Martin

Mr. & Mrs. F. Walter, Mr. P. New

Hond & Ward, Mr. P. Newell

Mr. & Mrs. A. H. Norrington, Mr. N. Newell

Mr. G. G. Rounaud, Mr. Albert W. Newell

Mr. W. J. Carter, Captain Turner

Mr. J. C. Clark, Mr. W. J. Carter

Miss Drury, Mr. J. J. Carton

Mr. W. A. Duff, Mr. J. J. Carton

Mr. J. J. Dunnas, Mr. J. J. Carton

Mr. & Mrs. E. Eller, Mr. J. J. Carton

Mr. & Mrs. R. M. Findlay, Mr. L. Faure

and child, Miss L. Faure

Mr. H. C. Fisher, Mr. L. Faure

Miss Green, Miss L. Faure

Mr. A. G. Hart, Miss L. Faure

Mr. A. Hart, Mr. E. J. Hart

Mr. H. D. Hawkes, Mr. E. J. Hart

Mr. E. Hill, Mr. F. J. Hart

Mr. J. J. Hobson, Mr. J. J. Hart

Mr. J. Holden, Mr. J. J. Hart

Mr. T. Howard, Mr. H. J. Hart

Mr. J. Jenkinson, Major E. Hart

Mr. O. Johnson, Mr. H. J. Hart

Mr. M. Jones, Miss L. Faure

Mr. & Mrs. Josephs, Miss L. Faure

Mr. C. W. Keighley, Mr. G. W. White

YOUNG AUSTIN HOTEL.

Mr. Acheson & child, Mr. J. Neiva

Mr. J. M. Beattie, Mr. J. Kirk

Mr. A. Bevington, Capt. J. Long

Mr. J. J. Eastall and Mr. J. Long

Mr. J. J. Hart, Miss M. & child

Mr. J. Hobson, Miss M. & child

Mr. T. Howard, Mr. H. J. Hart

Mr. J. Jenkinson, Major E. Hart

Mr. O. Johnson, Mr. H. J. Hart

Mr. M. Jones, Miss L. Faure

Mr. & Mrs. Josephs, Miss L. Faure

Mr. C. W. Keighley, Mr. G. W. White

ABERDEEN DOGS—Ancone.

KOWLOON DOGS—Actv. Britannic, St. Mark, White Cloud, Marconethika.

COSMOPOLITAN DOGS—John Blazey, Gnatello.

TODAY.

Meeting of Hongkong St. Andrew's Society.

City Hall, 5.30 p.m.

Meeting of Victoria Lodge, 8 p.m.

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.

TIME TABLE.

WEKE DAYS.

7.30 a.m. to 10.30 a.m. Every quarter of an hour

10.30 a.m. to 12.30 p.m. Every quarter of an hour

12.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 4.30 p.m. Every quarter of an hour

Night cars at 8.45 p.m. to 10 p.m. and from 9.45 p.m.
to 11.15 p.m. every half hour.

SUNDAYS.

8.45 a.m. to 10.30 a.m. Every half hour.

10.30 a.m. to 12.45 p.m. Every quarter of an hour.

Noon to 2 p.m. Every quarter of an hour.

2 p.m. to 4 p.m. Every quarter of an hour.

Night cars at 8.45 p.m. to 10 p.m. and from 9.45 p.m.
to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st Apr. 1886. 1885

NOTA BENE.

ENGINEERS PREPARED for the
BOARD OF TRADE'S TEST CLASS CERTIFI-
CATED ENGINEER—Charged MODERATE.

Apply at Second Floor, 18, Queen's Road Central,
above Messrs. CARMICHAEL & CO., Ltd., Hong-
kong.

Hongkong, 23rd August, 1886. 1884

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K WONG SENG begs to announce that he
will commence business as

PHOTOGRAPHER

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54, QUEEN'S ROAD CENTRAL.

TUESDAY, 1st SEPTEMBER.

and invites inspection of his Studio.

A large Assortment of Artistic Backgrounds
have been imported from England, also

Rockeries and other Studio Accessories.

HONG KONG WORK GUARANTEED.

Hongkong, 23rd August, 1886. 1886

HOTEL.

"BOA VISTA" HOTEL
MACAO.

SANITARY OF SOUTH CHINA.

THIS is an Hotel in Nam-ya. In reality

it is a REFINED HOME, replete with
EVERY CONVENIENCE AND COMFORT. ENGLISH

Management.

Fine Class Cuisine. Choice Wines.

For Terms &c. apply to

WILLIAM MANAGER, 1228

Teleg. Address, "Excelsior," Macao.

POSTAGE PAID.

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NO. 1

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.
FOR
1896.

With which is incorporated
THE CHINA DIRECTORY.

This is the

THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an advance
of facts occurring year by year in fullness and accuracy
of detail.

The DIRECTORY covers the whole of the
parts and cities of the Far East, from Peking to
Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE
AND
FLOWER
SEEDS.

SEASON 1896-1897.

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IS REQUESTED THAT CUSTOMERS
WILL PLEASE BOOK ORDERS
AT ONCE.

CATALOGUES

WITH FULL DIRECTIONS FOR
SOWING MAY STILL BE HAD
ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.
Hongkong, 18th September, 1896.

[22]

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and address
with communications addressed to the Editor, not
for publication, but as evidence of good faith.

All letters for publication should be written on one
side of the paper only.No anonymously signed communication that has
already appeared in other papers will be inserted.

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sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplies for Cash
Telegraphic Address PAPER—A.B.C. Code.

P.O. Box 20. Telephone No. 12.

DEATH.

On the 9th September, at 12.30 p.m. Bluff Yachohama,
Thomas Charles Klemperer, aged 47 years, late
Master Nippon Yacht Kaido service.

The Daily Press.

HONGKONG, SEPTEMBER 22nd, 1896.

The Hongkong General Chamber of Commerce was very much in earnest in its protest against the increased telegraph charges at the meeting held on Saturday. That the increase is wholly unjustified every one agrees. The question to be considered therefore is, what action can be taken to secure an abatement. The idea of the Chamber is to promote competition by promising support to a Pacific cable if one be laid. Would that promise be fulfilled? The mercantile community of the Far East have had the opportunity of supporting an opposition once before, and they failed to avail themselves of it. The Chinese lines broke down the previously existing monopoly and so long as they were willing to take telegrams at cheaper rates than the Eastern Extension and Great Northern they got a fair share of the business. As soon, however, as the Joint Cable Companies reduced their rates to the same level the merchants gave a political demonstration of the fact that blood is thicker than water and deserted the Chinese lines for the undertakings in which men of their own race were interested. Why support the Chinese lines when the European lines would do the work for the same money, via Suez? It is in the light of which question presented itself to them. The Chinese lines consequently lost the business at all competing points and the Chinese Government ceased to have any great interest in resisting the diplomatic pressure brought to bear upon it to induce it to join in the recent Convention. The mercantile community were a simple trusting folk and their patriotic and kindly intentions have been turned into a rod for their own backs. Had the Chinese Telegraph Administration received any appreciable support from Hongkong and Shanghai they would have made a strong fight that they did against the Convention that has been forced upon them and instead of allowing it to be carried through in secret might have involved the support of the foreign Chambers of Commerce.

If a Pacific cable is laid, it will, so far as the section between Honolulu and Japan is concerned, probably be a Japanese line. Would foreigners in China support a Japanese line in opposition to the English and Russo-Danish lines any more than they

supported the Chinese lines? If the proposed new line became an accomplished fact tomorrow and was willing to undercut the existing Companies no doubt it would command the bulk of the business as long as the difference in rates continued, but it cannot be laid for a good many years to come, and, unfortunately for itself, the public has a short memory. When the Pacific line commences business, if it starts with low rates the older Companies will adopt the same rates, and after a short period of competition the new comers, unless supported by definite assurances of support, may be induced to join the ring. We do not say that this would necessarily be the case, because the Japanese line might be a Government undertaking and the Government might take a more far-sighted and enlightened view of the situation than the companies working solely for big dividends; it might appreciate the advantages offered to trade by cheap telegraphy and be willing to work the undertaking on similar principles to those followed with regard to the national land lines, being content if it simply paid the expenses of working, up-keep, and interest on capital. If, on the other hand, the cable were purely private hands the proprietors would almost certainly find it to their interest in the long run to work in agreement with the existing Companies.

In any case, it must be a good many years before the proposed Pacific Cable can be undertaken, because Japan like China is under an agreement not to permit the landing of another cable for a specified period, and no promise of exclusive support given in general terms at the present time could be held binding then, for another generation of merchants will have sprung up. For the present the community so closely affected by the increase in telegraph rates can do little but grin and bear the evil that has been brought upon them by their own trustful disposition and their desire to support European rather than Chinese enterprise. The most perfect solution of the difficulty would be the nationalisation of the cables and their administration on the same principles as the postal service, but that although not an altogether impossible solution, is not likely to be arrived at in the lifetime of the present generation. Meantime the feelings of the community towards the Joint Cable Companies is not a cordial one. It may be remembered that a few years ago Sir THOMAS MOLLWRIGHT, then Premier of Queensland, awaiting under the exactions of the Eastern Extension, lent his support to a project for a French cable across the Pacific. His action was in some quarters adversely criticised at the time as being unpatriotic, but in view of our own experience of the tyrannical manner in which the existing monopoly is worked we may be disposed to think that possibly after all such conduct might be justified.

The departure of the P.M. steamer *Perry* is postponed until 4 p.m. to-day.

The first number of the *Shanghai Times*, a new evening paper, was issued on the 14th inst.

There were 1,765 visitors to the City Hall Museum last week, of whom 144 were Europeans.

O. & O. steamer *Coptic*, with mail, left Nagasaki for the port on Saturday, the 16th instant, at 2 p.m.

The O. & O. steamer *Chengdu*, from Australian ports, left Port Darwin on Sunday, and may be expected home on or about the 23rd inst.

The native Christians of Seoul held a mass meeting on the 2nd September in honour of the King of Korea's birthday. There was no official entertainment on account of the mourning for the late Queen.

On account of repairs to her engines the N. D. steamer *Hohenwoller* will not be able to make her usual round trip to Japan this month. Cargo for Japan by the *Perry* will be taken on by the steamers *Afridi* and *passenger*, *mails*, and *treasure* by the P.M. steamer *Perry*.

In reference to the report on the rebellion in the Philippines in yesterday's issue, we find on looking over the news that the *Concerto* was not aware of that fact, as the 8th inst. was a public holiday. The absence of news as to the important occurrences in the province of Cartas on the previous days must therefore be ascribed to an unwillingness or inability to publish full information as to the reverse sustained.

The expectant Prefect who has been deputed by the Viceroy of Szechuan to inquire into the trade disputes between Tibet and China is to travel to Lhasa by the Calcutta-Darjeeling route. The steamer *Calcutta* will be chartered for his mission, connected with Tibet and Nepalese frontier affairs is incorrect. An agreement settling the points in dispute between the Khamtando and Lhasa Governments was signed some weeks ago.—N. C. Daily News.

At a Marine Court held at the Harbour Master's Office yesterday, Commander R. Murray Ramsey presiding, F. Morgan, steward's steward, was charged with abandoning himself from his boat whilst lying in the dock at the 17th inst. Charles Seel, the chief officer, who prosecuted on behalf of the captain, stated that it was reported to him that defendant was absent from the ship on the 17th inst. without permission. On the 19th he was brought on board in charge of a constable. Commander Ramsey sentenced the defendant to three days' hard labour.

The night soil coolies are giving some trouble again. The Chinese Board have very properly decided that coolies shall be paid for the amount of wages specially constructed boats, so that the work may be efficiently performed. Yesterday was fixed as the day for taking licences at West Point, but although they cost nothing and the brackets are also given to them only one or two licences were applied for. There are rumours of a strike and intimidation on the part of somebody. If there is a strike it will be a low-down, dirty, ungentlemanly attempt to control it. Some years ago an attempt was made to compel the coolies to take out licence, but the authorities were weak and gave way.

The Taku Tug and Lighter Company have engaged during the week in an interesting experiment to improve the condition of the Poole River. Placing eight and five-inch centrifugal pumps on one of the large light-draught tugs, the *Val Prince*, the pumps were set at the rate of 100 cubic feet per second, and thus anchored and the pump set to work. Contracted nozzles had been attached to the discharge pipes, and in an incredibly short time the river was deepened by three or four feet. Three or four miles of the river were thus treated, and the Company have agreed to set free four lighters and a boat which had been impounded by the court for seven weeks. Had the breach in the river been closed there would have been sufficient current to clear all the debris.

The CHAIRMAN said Mr. Rustonite had

really got out of order as he should have brought up the question at the first meeting this being the second, and, notwithstanding that I am the first to do so, I think it only right this firm should have the General Management. With these few remarks, gentlemen, I will propose the confirmation of the first resolution, but before doing so will be pleased to answer any questions.

There were no questions so the CHAIRMAN moved the resolution that the resolution proposing

Mr. Rustonite and Son to be Directors

of the *Val Prince* was carried.

Some conversation ensued between Mr.

CHAI-RMAN.—That concludes the business

of the meeting, gentlemen. I thank you for your attendance.

THE INCREASED DUTIES IN
MANILA.

The meeting of the members of the St. Andrew's Society takes place at half past five this afternoon.

Japanese papers received yesterday report extensive damage from floods in the country and some loss of life.

The *Bangkok Times* says—The black plague which was said to have broken out at Nonghais we are glad to learn, prove to be some other form of illness.

An inmate of a Seamen's Street, another was dredged up yesterday night and then released by jewellers of the value of \$30. The police are anxious to find the man.

It is explained that the reason the Wahabah was not a success in Singapore is that owing to the Municipality being unwilling to incur any initial expense the delicate Wahabah appliances had to be fitted to the dredger at a cost which was mainly incurred in the process, being neither fast nor dust, nor insect-proof, and shading every time a passing wave.

The tender for eight locomotives, handed in by Jameson & Co., representing Baldwin's firm of the United States, is the one chosen by the Tientsin Railway authorities as being most suitable for their requirements. The tender in question was submitted on the 25th ult., the price being £2,406 per engine, and £2,520 freight with £109 and £265, respectively, for parts.—*Taking and Tidbits Times*.

The *Singapore Free Press*, in its Java news says—Owing to the small fall in prices of Chinese articles anticipated by the Chinese sugar buyers in Soudbury, it is expected that a large quantity of sugar will be imported into the colony. The tonnage of sugar vessels will be increased to 100,000 piculs, or 20,000 tons, by the end of the year.

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NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"ERATO."

Captain Ostermann, having arrived from the above ports Consignee of Cargo are hereby requested to send in their Bills of Lading for signature at the undersigned port to obtain immediate delivery of their goods from alongside.

Optimal cargo will be forwarded unless notice to the contrary be given before 9 A.M. TO-DAY.

Any cargo impeding her discharge will be landed into the Godown of the Hongkong and Kowloon Wharf & Godown Company, Limited and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23d inst. will be subject to re-charge.

All broken, chafed, and damaged Goods are to be left in the Godown, whence they will be examined on the 22d inst. at 3 P.M.

No Fire Insurance has been effected.

SIMMSEN & CO., Agents.

Hongkong, 16th September, 1896. [2120]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Consignees of cargo by the above-named vessel are hereby informed that their goods will be landed and placed in the Godown of the Kowloon Wharf and Godown Company, Government at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo.

From London, Ex. ex. Parisetta.

From Persian Gulf, ex. ex. E.S.N.C. & Bombay Persian S.N.C. Co's steamer.

Optimal goods will be landed here unless instructions given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and a certificate of damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 16th September, 1896. [2121]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND
SINGAPORE.

THE Company's Steamship

"TIENTSIN."

Captain E. Warril will follow the PING SUYU promptly.

For freight or Passage apply to

HOLIDAY, WISE & CO., Agents.

Hongkong, 16th September, 1896. [2094]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK-VIA SUEZ CANAL.

THE Company's Steamship

"IXION."

Captain Nish. will be despatched above on FRIDAY, the 25th inst.

For Freight or Passage apply to

HOLIDAY, WISE & CO., Agents.

Hongkong, 16th September, 1896. [2133]

ACCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COTTO (via Nagasaki) Wednesdays, 30, 1896, at NOON.

GARIBI (via Nagasaki), Inland Sea, Sat. Oct. 10, 1896, at NOON.

DOBIC (via Nagasaki) Wednesdays, Nov. 4, 1896, at NOON.

YOKOHAMA (via Nagasaki) Wednesdays, Nov. 4, 1896, at NOON.

THE Company's Steamship "COPIC."

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 26th, SEPTEMBER, 1896, at NOON, connection being made at Yokohama with steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, resuming at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China to Europe.

Commer. Involved to accompany cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder Street.

Hongkong, 8th September, 1896. [8]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"CHELYDRA."

Captain Ross. will be despatched for the above Ports TO-DAY, the 22d inst., at NOON.

For Freight or Passage apply to

DOUGLAS LA PRAIRY & CO.,

General Managers.

Hongkong, 16th September, 1896. [2142]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG, AND
CALCUTTA.

THE Company's Steamship

"WHEELE."

Captain Hansen. will be despatched as above TO-MORROW, the 23d inst.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 22d September, 1896. [2143]

"SHIRE" LINE OF STEAMERS.

FOR BRISBANE, SYDNEY, AND
MELBOURNE.

(Taking through cargo to QUEENSLAND PORTS,
ADELAIDE, and NEW-ZEALAND.)

THE Steamship

"MERIONETHSHIRE."

Captain Davies. will be despatched for the above ports TO-MORROW, the 23d inst., at NOON.

Notices of arrival duly advertised.

For Freight or Passage apply to

DODWELL, CARILL & CO.,

Agents.

Hongkong, 16th September, 1896. [2098]

NIPPON YUSEN KAISHA.

FOR SHANGHAI, QINGFO, JINSEN,
AND NAGASAKI.

THE Company's Steamship

"SATSUMA MARU."

Captain E. L. Somers. will be despatched for the above ports TO-MORROW, the 23d inst., at NOON.

For Freight or Passage apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th September, 1896. [2128]

"MOGUL" LINE OF STEAMERS.

FOR KORE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient indentation
offered.)

THE Steamship

"AFRIDI."

Captain Gedling. R.N. will be despatched for the above ports TO-MORROW, the 23d inst., at NOON.

For Freight or Passage apply to

DODWELL, CARILL & CO.,

Agents.

Hongkong, 16th September, 1896. [2131]

NORDDEUTSCHER LLOYD.

NOTICE

STEAM TO SHANGHAI.

THE Company's Steamship

"PRINZ HEINRICH."

Captain Cippen. will be despatched with the outward German Mail during the 22d inst., will leave the above port about 10 A.M. on THURSDAY, the 24th inst.

For further Particulars apply to

MELCHERS & CO.,

Agents.

Hongkong, 16th September, 1896. [2131]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"SUNGKIKANG."

Captain G. B. N. Dowd. will be despatched as above TO-DAY, the 22d inst., at 4 P.M.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 21st September, 1896. [2092]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USAL PORTS
OF CALL.

(Taking cargo of generalized for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"OOPACK."

Captain H. Sommer. will be despatched above on or about the 22d inst.

For Freight or Passage apply to

HOLIDAY, WISE & CO.,

Agents.

Hongkong, 16th September, 1896. [2120]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NINGCHOW."

Captain E. Warril. will follow the PING

SUYU promptly.

For Freight or Passage apply to

HOLIDAY, WISE & CO.,

Agents.

Hongkong, 16th September, 1896. [2094]

CHINA NAVIGATION COMPANY,
LIMITED.FOR LONDON,
VIA SUEZ CANAL.

(Taking cargo of generalised for GLASGOW,
LIVERPOOL, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY."

Captain D. Davies. will follow the "OO

PACK" on or about the 6th October.

For Freight or Passage apply to

HOLIDAY, WISE & CO.,

Agents.

Hongkong, 16th September, 1896. [2094]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Captain E. Warril. will follow the PING

SUYU promptly.

For Freight or Passage apply to